

Town of Patagonia
PO Box 767
Patagonia, Arizona 85624

April 10, 2007

Arizona Historical Advisory Committee
1700 W. Washington Suite 200
Phoenix, AZ 85007

Dear Committee Members:

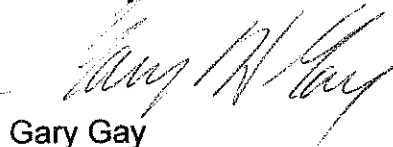
The Mayor and Town Council of Patagonia support and recommend two local, in progress projects, for official designation as Arizona Centennial Legacy Projects. Each project stands on its own and meets the criteria outlined on your website.

The Cady Hall Garden with a History, located at the Patagonia Library and Cady Hall, which is a registered historic site, will showcase original area homestead plants and tell their stories.

The Restoration of the 1906 train order semaphore, located outside of the historic Southern Pacific Depot in Patagonia, which is eligible to be on the National Register of Historic Places, will preserve for future generations one of less than two dozen remaining semaphores of this kind.

Both projects will endure beyond 2012. Each will promote civic-tourism by demonstrating and educating the community and visitors about Patagonia's unique mining, ranching and mercantile life and place in Arizona's history.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gary Gay", written in dark ink.

Gary Gay
Mayor Town of Patagonia

ARIZONA HISTORICAL ADVISORY COMMISSION

Application for Arizona Centennial 2012 Legacy Project Designation

AHAC Mission: Develop, encourage and coordinate a statewide plan for Arizona's centennial in 2012 including advising the legislature and state agencies on centennial history and heritage, arts and culture, assisting the governor's countdown to the centennial to support school children learning about Arizona's history and recommending activities and projects that will ensure lasting accomplishments to commemorate the centennial.

Vision for Centennial Projects: Commemorations that encourage all Arizonans to reflect on our unique and authentic history, to experience the rich and diverse tapestry of our heritage, and to explore our promising futures, thus ensuring a lasting legacy.

Legacy Project Criteria: This is a request for official designation as an Arizona Centennial Legacy Project. To be considered, the project must 1) accurately portray a significant aspect of Arizona history; 2) be accessible to large number of visitors/users; 3) demonstrate collaboration in the planning; 4) produce an enduring product that will live on after 2012; 5) include an educational component; 6) include a plan for implementation.

Attach a maximum of three pages that address the following areas, in the order listed:

1. General description of the project.
2. Describe how this project meets the Legacy Project criteria.
3. Project timeline. Give details regarding planning and implementation.
4. Describe the project location.
5. List project partners, if applicable.
6. Attach a proposed budget, showing total project cost and funding sources.

Name of project: Restoration of the 1906 Train Order Semaphore

Contact person: Randy Heiss

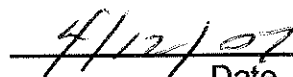
Address: Town of Patagonia PO Box 767 Patagonia, AZ 85624

Telephone Number: 520.394.2229

Email address:

patagoniagov@qwest.net



Signature (authorizing official or project director)

Date

The Arizona Historical Advisory Commission will review the Committee's recommendations and make final decisions regarding Legacy Project designations. Submit application to:

Arizona Historical Advisory Committee
1700 W Washington, Suite 200
Phoenix, AZ 85007

RESTORATION OF THE 1906 TRAIN ORDER SEMAPHORE

1. General Description of Project

The restoration of the 1906 train order semaphore is the last element of the exterior renovation of the historic Patagonia Depot, which eligible to be placed on the National Register of Historic Places. Today, the depot is home to Patagonia Town Hall and houses the administrative offices of the municipal government. The 1906 semaphore in Patagonia is one of only two-dozen of its kind believed to still exist today and it is estimated to be 90% complete. The project consists of project planning, procuring a contractor who will restore the semaphore to a condition that is as close to original as possible and project administration. The contractor's work will include furnishing all labor, materials, and equipment required for the following:

- A. **Removal:** Contractor shall carefully remove the mast from the ground and break away the concrete to expose the bottom of the mast. The mast and other components shall be transported to a suitable off-site location for the restoration work.
- B. **Shop Work:** Contractor shall inspect the semaphore's mast and components and acquire or fabricate any missing components necessary. Any bent or severely damaged components shall be straightened, repaired or replaced. Fabricated components shall be functional and match as closely as possible the original items that they will replace. Although the Contractor shall restore the semaphore to a fully functional condition, the mechanical rods shall be fixed in place so that the signal blades are locked in position and immobile. The method of fixing the rods in place shall be done in such a manner that it can be undone in the future and the signal blades remobilized.
- C. **Semaphore Blades:** The blades of the semaphore are fabricated of heavy gauge sheet steel coated with porcelain. The blades have sustained minor chipping that exposes the underlying sheet steel to the elements. Contractor shall have the blades recoated with new porcelain matching the original SP colors.
- D. **Lighting and Signal Lenses:** The semaphore was originally fitted with a bracket to hold a kerosene lantern that lighted the colored lenses, which signaled a train to stop or proceed. Contractor shall rewire the existing mast to accommodate a suitable weatherproof lighting fixture that will mount to the existing kerosene lamp bracket at the top of the mast. Also missing from the semaphore are the 'spectacles', which held the colored lenses, as well as the bezels and the colored lenses themselves. Contractor shall acquire or fabricate the spectacles and bezels and shall furnish replacement lenses that match the originals.
- E. **Surface Preparation and Painting:** Prior to painting, all surfaces shall be sandblasted so that they are free of dirt, oils, old paint, and other matter. All metal surfaces shall be primed with a suitable primer and followed by two coats of high quality outdoor grade, oil based enamel of the original SP colors.
- F. **Reinstallation:** Contractor shall reinstall the restored semaphore at location specified by Owner. The Owner shall provide a concrete base for the mast, which shall be formed of 2,500 PSI concrete, shall be reinforced with number 5 steel and shall include four, one inch diameter by twelve inch long steel j-bolts to secure the base of the mast to the concrete foundation. Contractor shall ensure that the base is shimmed so that the centerline of the mast is plumb.
- G. **Educational Plaque:** Contractor shall provide a raised letter type plaque made of aluminum or bronze that will be mounted to a suitable location on or near the semaphore, briefly describing the purpose and use of the train order signal in general and the origin of the restored semaphore.

2. Meeting Legacy Project Criteria

Historic Significance: The Patagonia Depot, built in 1900 by the Southern Pacific Railroad Company (SP), is one of the best preserved, two-story, wood frame, Common Standard 22 depots remaining in existence today. The depot was actively used by the railroad until the mines in the Patagonia Mountains ceased operations and SP abandoned the Patagonia line 1962. With the widening of the Patagonia-Sonoita highway, now known as State Route 82, the depot was slated for demolition. The Patagonia Rotary Club expressed an interest in preserving the building and eventually acquired it and relocated it approximately 30 feet south of its original location and out of the way of the highway construction.

Common Standard 22 depots were originally fitted with pre-1900 semaphores that had a wooden pole, which often mounted to the freight platform and used wire ropes (cables) to operate the signal arms. This type of semaphore is seen in historic photographs of the Patagonia Depot and the mechanisms and pulleys that actuated the semaphores cables remain on the building to this day. The "modernized" 1906 semaphore, also known as a train order signal, was designed to replace the pre-1900 models and most of SP's depots were eventually retrofitted with the 1906 model semaphores over time. The 1906 model is fabricated entirely of steel and cast iron, uses mechanical rods to operate the signal arms, and was significantly more durable than the earlier models. SP used the 1906 model until the last train order signals were retired from use in the late 1980s. The only significant improvements SP made to the 1906 model were the replacement of the top-of-pole kerosene lanterns with electric lamps and the replacement of the original painted wooden semaphore blades with blades made of porcelain coated steel.

In 1929, a catastrophic flood event destroyed the portion of the rail that connected the Patagonia line to the SP line running north from Nogales to Tucson and south into Sonora, Mexico. At that time, SP made the business decision that it would not be cost effective to rebuild the line to Nogales, but continued to ship cattle, ore and other commodities using the remaining rail running northeast from the Patagonia Depot. Because the Patagonia Depot had then become the 'end of the line', there was no longer a need for a semaphore to signal arriving trains to stop. Therefore, a turntable was built to turn the locomotives around at the end of town and the original pre-1900 wooden semaphore was removed.

While the depot was under the ownership of the Rotary Club, members learned of a 1906 model semaphore at a depot in nearby Benson that was being demolished. Visioning this as an opportunity to preserve the community's railroad heritage, the semaphore was brought to Patagonia and put into storage with plans to restore the unit in the future. While the semaphore mast was erected outside of the depot, the remaining components remained in storage. The Rotary club eventually lost interest in the depot and deeded the facility to the Town of Patagonia in the late 1970s. The interior of the building was renovated in 1998 using CDBG funds, and the exterior renovation work was completed in 2006 using Transportation Enhancement funds administered through Arizona Department of Transportation (ADOT).

Accessibility to Visitors/Users: Visitors from all over the world are drawn to Patagonia because of the area's natural beauty and mild climate, as well as to visit the historic ghost towns and mining camps and to see the diversity of species at The Nature Conservancy's Patagonia-Sonoita Creek Preserve. Exhibits from the community's 1998 Centennial are on display for visitors to enjoy in the Town Council Chambers. Visitors can be seen photographing the historic depot year-round. The semaphore will be located outside of the depot building on Town-owned land, which is open to the public at all times.

Collaboration in Planning: The Town has consulted with ADOT with regard to the planning of the restoration of the semaphore and has determined that the effort is an eligible use of the remaining transportation enhancement funds awarded to the community. The Town has also received financial assistance for the project from the Southwestern Foundation, whose mission is historic preservation and education. Several railroad history organizations have also participated in the historical research for the restoration effort.

Enduring Product: Because the 1906 model is fabricated entirely of steel and cast iron, the restored semaphore is assured to remain at the proposed location for future generations to enjoy. The contractor will restore the semaphore to a fully functional condition, with the method of fixing the rods in place done in such a manner that it can be undone and the signal blades remobilized. The reason for this was to provide for the switch that activates the semaphore rods being installed in the old stationmaster's office on the first floor at some point in the future should the Town's municipal court be moved to another location.

Educational Component: The educational component will be met through the installation of a raised letter type plaque made of aluminum or bronze that will be mounted to a suitable location on or near the semaphore, briefly describing the purpose and use of the train order signal in general and the origin of the restored semaphore.

Implementation Plan: 1) develop bid document. 2) publish invitation to bid. 3) procure contractor. 4) make progress payments to contractor and process grant reimbursements for the project duration. 5) inspect and approve/coordinate contractor's work for the duration of the project. 6) dig foundation and pour concrete base for semaphore. 7) install electricity to semaphore base and purchase suitable weather-proof lighting fixture. 8) install weather-proof fixture on kerosene lamp bracket prior to erection of mast and connect to wiring. 9) provide educational plaque language to contractor. 10) perform final inspection of contractor's work and release final payment.

3. Project Timeline

August 2006 – Develop bid document

September 2006 – Publish Invitation to Bid

October 2006 – Evaluate bids

January 2007 – Procure contractor

February – December 2007 – monitor contractor's work, administer project

January 2008 – Final inspection and acceptance of contractor's work, installation/display of educational plaque

February 2012 – Community Centennial Dedication

4. Project Location

The location of the project is the Patagonia Depot, also known as Patagonia Town Hall, located at 310 Mc Keown Avenue, Patagonia, Arizona, 85624 (southwest corner of SR 82 and 3rd Avenue).

5. Project Partners

Project partners are the Arizona Department of Transportation, the Southwestern Foundation, the Town of Patagonia, and the Patagonia Museum. A letter of support from the Town Council is enclosed.

6. Proposed Budget

The preliminary budget requirements for the 1906 semaphore restoration are presented in the table below.

YEAR	COMPONENT	AMOUNT	SOURCE
2006	BIDDING AND PROCUREMENT	\$1,250	TOWN (IN-KIND)
2007	SITE WORK / ADMINISTER PROJECT	\$3,500	TOWN (IN-KIND)
2007	CONTRACT WORK	\$10,000	ADOT TEA GRANT
2007	CONTRACT WORK	\$915	TOWN MATCH (GENERAL FUND)
2007	CONTRACT WORK	\$5,000	SOUTHWESTERN FOUNDATION
2007	CONTINGENCY	\$5,000	ADOT TEA GRANT
	PROJECT TOTAL	\$25,665	